



**TOWN OF NORTH SMITHFIELD**  
OFFICE OF THE TOWN ADMINISTRATOR  
Paulette D. Hamilton

October 27, 2011

Rhode Island Statewide Planning Program  
ATTN: Linsey Cameron, Supervising Planner  
One Capitol Hill  
Providence, RI 02908

Dear Statewide Planning

We would like to carry over all existing TIP projects to the 2013 TIP. I have listed our priorities below:

1. RIDOT has funding set aside for safety improvements to the Route 146/Sayles Hill Rd intersection. These include two southbound left-turn lanes. Anchor Subaru/Nissan has reviewed and supports the plans. The owners are investing in significant site improvements, including an internal auto trailer unloading area. Trailers will no longer unload in the 146 breakdown lane.

2. We support the cantilever widening of the Slatersville "stone bridge" on Route 5 over the Branch River.

This bridge controls the entrance to Slatersville, which is rightly slated for National Park status. It is therefore important that all feasible techniques of Accelerated Bridge Construction (ABC) be used to minimize down time. We appreciate your respect for the historical stone surfaces.

3. Slatersville pedestrian and drainage improvements. RIDOT partly funded a 1994 Everett Associates study for improvements to Slatersville. This project does not appear in the 2012 TIP, so we have submitted a New Project application.

4. We concur with that North Smithfield Redevelopment Agency that proposed transportation improvements in the Branch Village Redevelopment District be included as part of the Town's list of transportation priorities for the 2013-2016 TIP.

The proposed transportation and streetscape improvements are outlined in the *Branch Village Revitalization: Buildout and Transportation Analysis* performed by the Pare Corporation of Lincoln, RI and adopted by the Town Council on July 28, 2008 as part of a vision and master plan for the future of Branch Village.

MEMORIAL TOWN BUILDING, ONE MAIN STREET, PO BOX 248, SLATERSVILLE, RHODE ISLAND 02876



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We believe these improvements will be an important catalyst for increased private investment in the Branch Village district. The project would also seem to score well against the TIP Project Evaluation Criteria published by the Division of Planning. This project does not appear in the 2012 TIP, so we have submitted a New Project application.

As part of that project, we ask that "Branch Village" to be included on highway directional signs that are scheduled for replacement on Route 146 or in vicinity of highway ramps.

Sincerely,

A handwritten signature in cursive script, reading "Paulette D. Hamilton". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Paulette Hamilton  
Town Admininstrator

# Transportation Improvement Program

Application - New Projects Only

State Planning Council  
One Capitol Hill  
Providence, RI 02908  
www.planning.ri.gov



CONTACT

## Contact Information

Entity / Organization Town of North Smithfield

Contact Person Town Planner Robert Ericson, AICP

Address 1 Main St, PO Box 248

City Slatersville

Rhode Island

Zip Code 02876

Phone 401-767-2200 x312

Email rericson@nsmithfieldri.org

PROJECT INFORMATION

## Project Information

Project Title Slatersville Pedestrian and Drainage Improvements

Location by Street Name Route 5 and Main St, Slatersville

Project Limits - From Route 5 Stone Bridge To Green St via Main St

Location Maps - ☒ 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number 3 of a Total of 4 Proposals

Regional Submission - ☐ Yes ☒ No Communities \_\_\_\_\_

### Brief Description of Proposed Project

The project would add sidewalks from the Route 5 Stone Bridge to the Town Library. Starting across the street from the library, the project would add sidewalks currently missing to Green St. The project would also correct and/or improve stormwater drainage from North Main St to Main St.

### Describe Need for Proposed Project

The existing lack of sidewalks and adequate catch basin drainage creates a hazardous pedestrian route made even worse in winter by sheet icing on the hill in front of 1 Main St (Town Hall). Many of the residents in the area walk to the nearby US Post Office for mail. Many National Park visitors on walking tours will be new to the area and confused by the lack of connecting sidewalks/crosswalks.

Enterprise Zone - ☐ Yes ☒ No Details \_\_\_\_\_

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ☐ Yes ☒ No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - ☒ Yes ☐ No

Consistent with Local Comprehensive Plan - ☒ Yes ☐ No

Consistent with State Guide Plan Transportation 2030 - ☒ Yes ☐ No



**Additional Information**

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

- |                                |  |
|--------------------------------|--|
| 1. Mobility Benefits           | 4. Environmental Impact                                |
| 2. Cost-Effectiveness          | 5. Degree of Support to Local and State Goals and Plan |
| 3. Economic Development Impact | 6. Safety, Security, and Technology                    |

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	0	\$20,000	\$200,000	\$220,000
Total Cost					220,000
Amount Requested Through TIP Process					220,000

Funding from other sources committed to this project - ☐ Yes ☒ No

Source	Amount
Total	

**Notification / Certification**

Date of Local Public Hearing October 20, 2011

Municipal & Regional Planning Agency Projects Only

**Preferred TAC Public Hearing**

- |   |  |
|---|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall             | <input type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input checked="" type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall        |

Attest: The information provided on this application is true and accurate

Applicant's Signature *Linsey Cameron* Date Oct 27, 2011

Chief Executive Official's Signature \_\_\_\_\_ Date Oct 27, 2011

**Application Checklist** - Submitted by October 28, 2011 at 3:00 p.m.

- ☒ 8 Collated Copies of Completed Application
  - Forms - Project Prioritization & Application
  - Attached 2-page narrative
  - Location Maps as PDF files
- ☒ Email a copy of completed application to linsey.cameron@doa.ri.gov or provide on a CD
- ☒ Mail to:
 

Rhode Island Statewide Planning Program	<b>Statewide Planning Official Use Only</b>
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

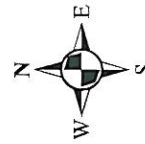




# Slatersville Historic District

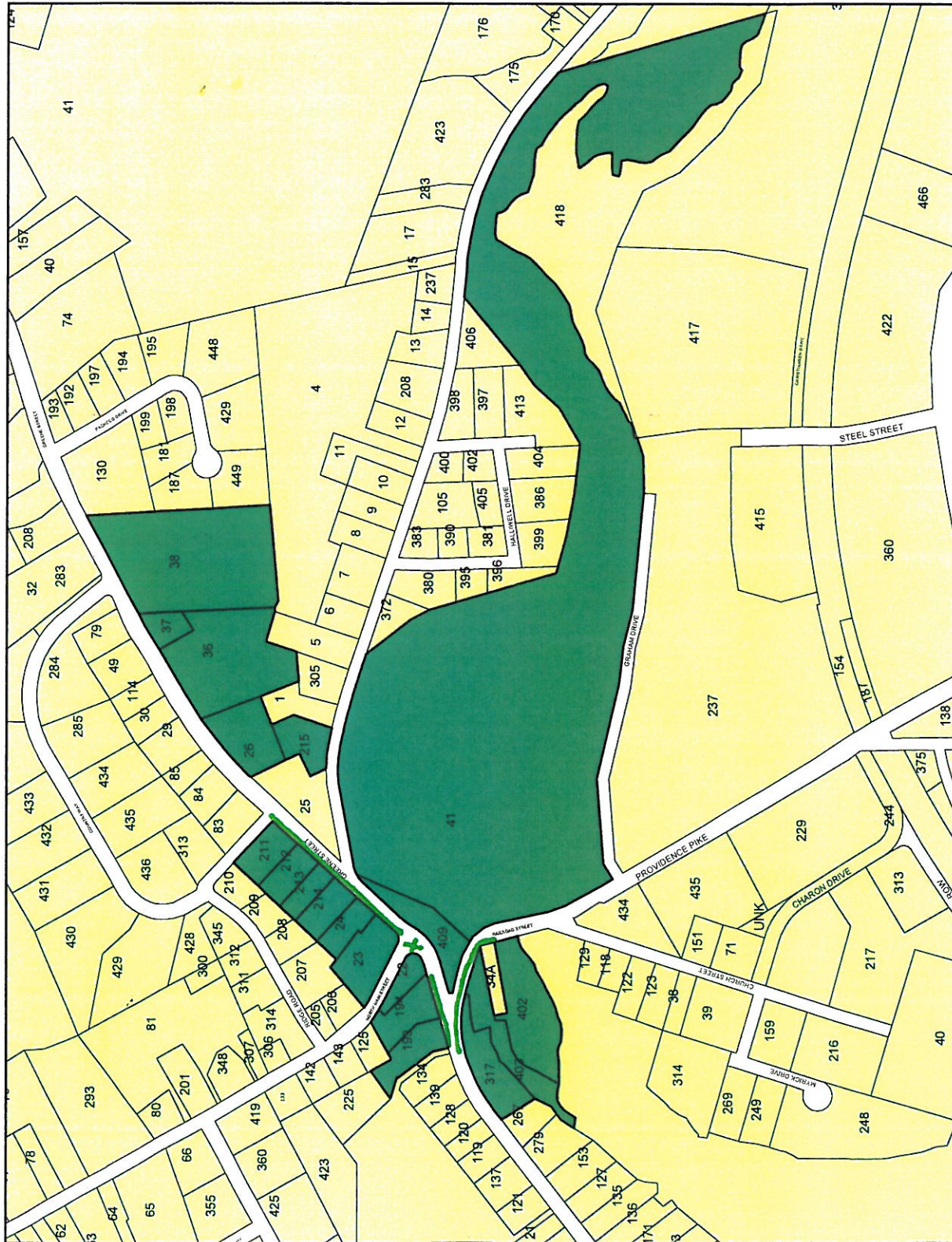
All lots are in  
Plat 4, except  
Lots 36, 37 & 38  
are in Plat 2

Lot 25  
(Congregational Church)  
has been omitted



## Legend

- Historic District Parcels selection
- Other Parcels



**SIDEWALKS NEEDED**  
**X DAMAGE IMPROVEMENT NEEDED**

1 inch = 0.09 miles

Map created by  
North Smithfield, RI  
Planning Department  
9/16/10

"The inclusion of the Slayersville Historic District as a designated historic district pursuant to §9-4(a) of the North Smithfield Code of Ordinances shall cease and terminate effective November 30, 2012 (the "Sunset Date"), unless the Town Council by affirmative vote on or before the Sunset Date shall extend the Sunset Date or eliminate this restriction from the Slayersville Historic District Map to which it is appended. Any such extension or elimination shall be subject to the then controlling advertising and public hearing requirements relating to zoning changes in general to be enacted by the Town Council at the time of such vote."



## **Slatersville Pedestrian and Drainage Improvements**

**Mobility:** Currently the residents of Slatersville have limited ability to move freely and safely through the Village. Main Street has sidewalks only on small sections of the street, forcing pedestrians to walk in the roadway. The same is true for the Stone Arch Bridge, where a newly reconstructed mill complex added more than 200 apartments. Sidewalks constructed years ago are now in disrepair, and offer little if no opportunity to navigate by foot or bicycle. Revitalizing pedestrian walking areas and sidewalks will encourage pedestrian traffic and provide a safe means of travel.

**Cost Effectiveness:** Costs to improve pedestrian walkways, as well as providing upgrades in lighting, will offer safety and security for those residents and visitors that may be interested in a walking tour of the historic district. We expect that Slatersville will become part of the US Parks Service newest National Park. As a result of that designation, we will be housing a potential visitor center, interpretive services and more. Our estimates are that visits to the town will soon be significantly increased and the need to provide safe, well-lit pedestrian access is imperative to ensure that the site remains viable as a National Park. Costs associated with any upgrades will be more than compensated for by the increase in traffic to the area.

**Economic Development Impact:** Increased pedestrian traffic will assist in creating a more conducive environment for foot traffic to local restaurants and businesses in Slatersville. Currently, the businesses rely on poorly planned and limited parking spaces that impede traffic flow. With upgrades to the pedestrian walkways, business would be enhanced; opportunities for resident gathering and increased foot traffic would all mean increased business. With the National Park designation, the economic impact of having increased visitors will only serve to improve area businesses and historic sights.

**Environmental Impact:** Fewer cars, fewer turning movements, efficient lighting and more foot traffic would encourage residents, especially those in proximity to the town center, to walk to several locations such as restaurants, offices, library, spa, post office, churches and Town Hall. Reducing vehicular traffic is beneficial to the environment and enhances community health. The Slatersville area was originally designed to provide for more pedestrian traffic. Bringing back that historic feel in a safe environment creates a sense of place that translates into pride and caring for community.

**Degree of Support to Local and State Goals and Plan:** Slatersville Historic District has been slated for pedestrian upgrades for several years. In conjunction with the state DOT and planning, plans have been designed to create improved walkways. Our goal is consistent with that of our Comprehensive plan and overall town goal of preserving and protecting our rural character.

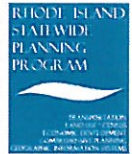
**Safety, Security and Technology:** With completion of the TIP upgrades as proposed, the town will provide a safe location for those coming into the area, currently living here, as well as those passing through. Security will be enhanced with lighting and plantings. More pedestrian traffic will create a group security.

Safety will further be improved by reconstruction of the deficient catch basin system at the corner of North Main and Main. The present condition creates overflows down the hill toward Route 5. These flows can freeze as sheet ice during winter, making pedestrian passage all but impossible.

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PROJECT INFORMATION

## Project Information

Project Title Branch Village Transportation Improvements

Location by Street Name Route 146A

Project Limits - From Branch River Bridge To Mendon Rd intersection

Location Maps - ☒ 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number 4 of a Total of 4 Proposals

Regional Submission - ☐ Yes ☒ No Communities \_\_\_\_\_

### Brief Description of Proposed Project

This project would add sidewalks and lane revisions from the Branch River Bridge almost to the Mendon Rd intersection. The long-term intent is to make Branch Village a mixed-use growth center that is pedestrian and bicycle friendly. The project would include a subset of improvements described in the revitalization study, and they would be selected based on RIDOT's value analysis.

### Describe Need for Proposed Project

The existing lack of sidewalks and appropriate lanes makes Branch Village hazardous to pedestrians. These improvements would improve turning movements, improve traffic flow, and enable more accurate pedestrian decision-making.

Enterprise Zone - ☐ Yes ☒ No Details \_\_\_\_\_

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ☐ Yes ☒ No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - ☒ Yes ☐ No

Consistent with Local Comprehensive Plan - ☒ Yes ☐ No

Consistent with State Guide Plan Transportation 2030 - ☒ Yes ☐ No



### Additional Information

INFORMATION

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1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	0	\$120,000	\$1,200,000	\$1,320,000
Total Cost					1,320,000
Amount Requested Through TIP Process					1,320,000

Funding from other sources committed to this project - ☐ Yes ☒ No

Source	Amount
Total	

### Notification / Certification

NOTIFICATION / CERTIFICATION

Date of Local Public Hearing October 20, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

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Rhode Island Statewide Planning Program  
ATTN: Linsey Cameron, Supervising Planner  
One Capitol Hill  
Providence, RI 02908
- Statewide Planning Official Use Only**  
Submission Date \_\_\_\_\_  
Accepted by \_\_\_\_\_





June 2008

REFERENCES  
1. RIGIS Color Orthophoto # 3334 .ind

**LEGEND**

- ROADWAY
- SIDEWALK
- ON STREET PARKING
- LANDSCAPING



# GREAT ROAD PEDESTRIAN AND TRANSPORTATION CONCEPTS - EAST END

Branch Village Revitalization Plan

North Smithfield, Rhode Island



## **Branch Village Transportation Improvements**

The Town of North Smithfield and the Branch Village Task Force have made serious efforts to revitalize Branch Village, a mill village focused on the historical assets of Branch River and Great Road. The existing village core of mixed residential, commercial, and industrial activities presently has an unbalanced auto-dependent character.

Branch Village needs a pedestrian-oriented, neighborhood-based economy. That would increase resident mobility, remove turning movements from 146A, improve energy efficiency and decrease greenhouse gas emissions. The town is proactively planning for more sustainable development that will benefit the local economy. Municipal planning efforts for Branch Village are in accordance with the 2006 update of the Town's Comprehensive Community Plan.

The proposed transportation improvements would allow cost-effective higher density mixed-use development. The Governor's Growth Planning Council defines growth centers as "dynamic and efficient centers for development and redevelopment that have a core of commercial and community services, residential development, and natural and built landmarks and boundaries that provide a sense of place." The first initiative for revitalization efforts was completion of a Phase I visioning exercise and development of a Concept Plan.

Phase I planning for Branch Village revitalization was initiated in January 2007 when the North Smithfield Town Administrator convened a diverse group of community stakeholders. This task force was charged with establishing a vision for its future and prioritizing any public improvements and regulatory reform necessary to attract a level of private investment that enhances the financial position of the town. The task force's work earned the support of the North Smithfield Town Council.

The Concept Plan approved by Town Council represents a significant opportunity for the Town of North Smithfield to reinvent the area as a vibrant, pedestrian-oriented destination for both residents and visitors through increased density and enhanced site design. This is an important step in transforming this underutilized and automobile-oriented linear corridor into a thriving 300-acre mixed-use district with a separate and distinct identity or sense of place in North Smithfield. The Phase I Concept Plan presents a vision statement based on municipal and community input, the work of the Branch Village Revitalization Task Force, and smart growth/low-impact development criteria.

The Village Center focal point will be the Great Road/Saint Paul Street intersection with a pedestrian oriented, human-scale mixed-use development. It will include first floor retail and upper level office and residential use. Parking would be located to the rear. Design would replicate the pattern of development typical of many New England villages that evolved prior to a) dominance of the automobile and b) implementation of zoning which focused on separating (potentially incompatible) uses.

Pare Corporation has taken the vision developed during Phase I and provided information on what the vision actually means to the community in terms of employment, property tax revenue, number of residents (including school aged children), sewer flow, and traffic. The second phase includes two components: buildout analysis and traffic analysis. By refining the broad vision developed during Phase I, two more focused buildout scenarios have been identified for Branch Village. Recommendations were also developed for both short term and long term transportation improvements. Implementation of these public improvements will serve as a catalyst for private investment in the village.



Existing conditions include the following:

- \* The existing Great Road / Saint Paul Street intersection has extensive uncontrolled curb cuts, lacks access control and pedestrian facilities, and has poor intersection recognition.
- \* The limited width of the two-lane Branch River bridge, scheduled for replacement by the Rhode Island Department of Transportation in the coming decade, limits the ability to provide geometric improvements to the Great Road/Saint Paul Street intersection to handle future traffic volumes.
- \* The Mendon Road intersection with Great Road has poor horizontal and vertical alignment.

The southwest side of 146A in Branch Village will include an industrial park with phased development of campus-style office, research, manufacturing and related warehousing.

The northeast side of 146A includes a vacant manufacturing facility (formerly ATP, an orthotics manufacturer lured to Arkansas) with two stand-alone office buildings. The Redevelopment Agency has targeted the site for green reconstruction and multiple research/design/assembly uses.

These redevelopment goals make it all the more important to improve non-vehicular modes and gain through capacity on 146A. The Town would defer to RIDOT for developing a subset of improvements (or alternate improvements) based on value analysis.